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[ ] Comments:

1. Both sources of the present report agree on a capacity of 3,000 liters of the tank trucks. Efforts have been initiated to clarify whether the tank trucks described in the present report are larger than the one previously reported, on which the gauge indicated numbers up to 2,300. [ ]
2. According to a previous report the tank cap was located on the upper side of the fuselage, 80 cm forward of the leading edge of the empennage. [ ] It remains to be determined which statement is correct, or whether the 11-20 is provided with two tank caps.
3. See Annex 1, sketch 1, for graphical reproduction of the five-prong plug. The plug is probably provided with a gadget which makes it fit into the receptacle in a certain way only.
4. Previous information indicated that, for the purpose of loading batteries for operating the gun mechanism, the battery carriage was connected to the left side of the fuselage. [ ] In other reports from Jueterbog airfield it was stated that, for starting the engines, the carriage was moved to the right wing and plugged into the engine nacelle. [ ] [ ] from Werneuchen stated that the aircraft were started without the help of a starting cart. [ ] It is possible that there are several receptacles through which electric power from the starter cart is fed into the aircraft power system for the engines and the gun mechanisms.
5. It is possible that for shipment the fuselage is divided into two parts. The information requires confirmation. [ ]
6. The machine gun in the nose was previously reported. [ ] and [ ] For sketch of hole in the nose, see Annex 2.
7. See Annex 1, sketch 2, for adjustable horses.

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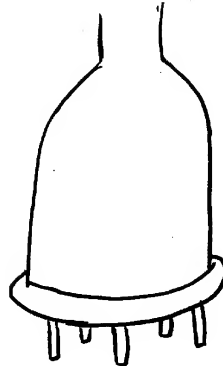
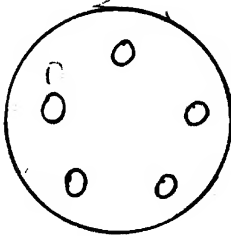
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Annex 1

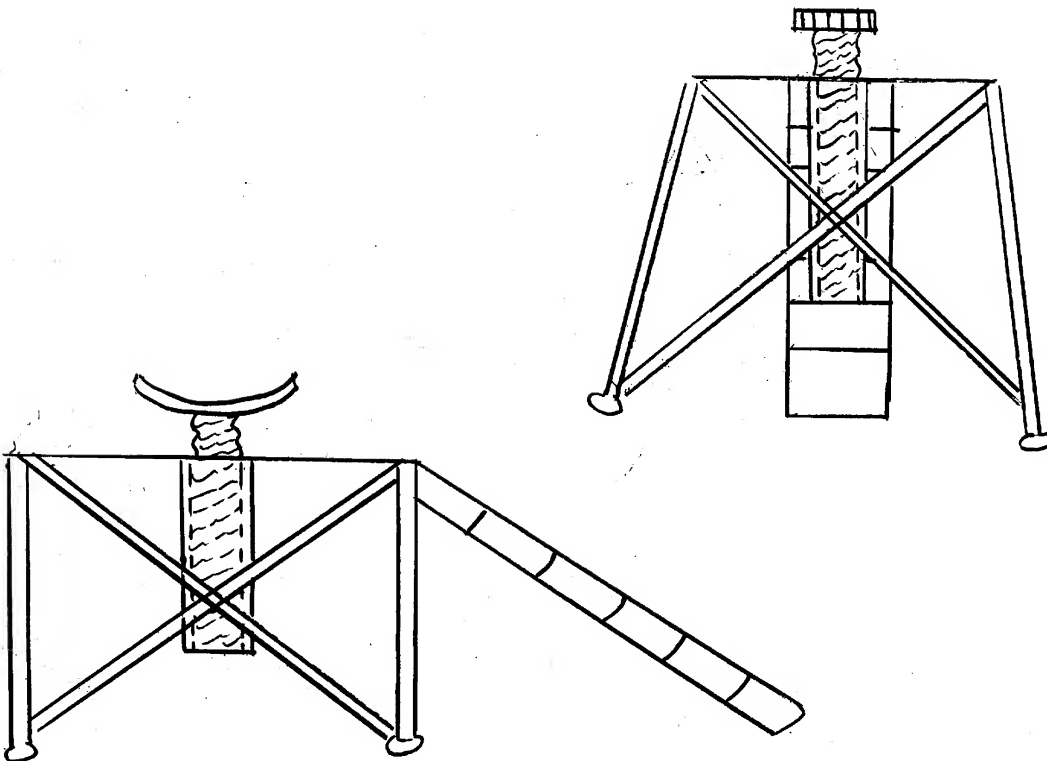
Sketch 1

5 pronged plug arranged  
in a circle



Sketch 2

Adjustable horse



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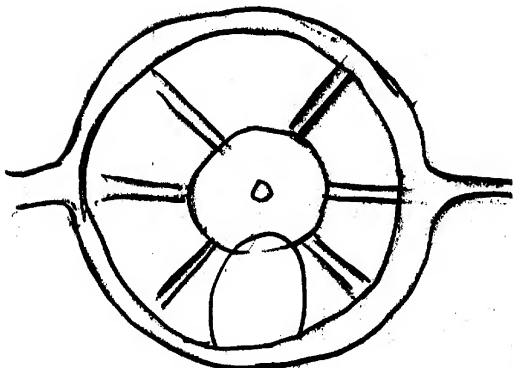
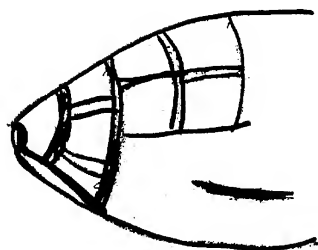
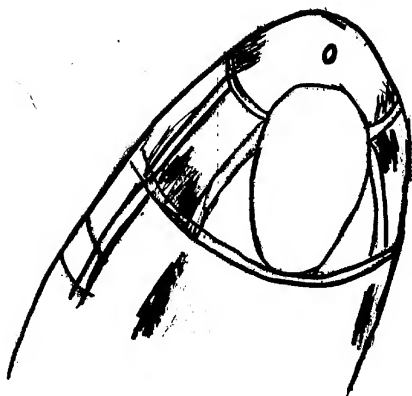
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Annex 2

Opening in the nose of the Il-28  
probably for a gun barrel



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